

What is claimed is:

1. A suspension, comprising:
 - a vehicle frame;
 - at least one dampening structure having an outboard end and an inboard end;
 - 5 a steer axle beam having an end portion; and
 - a king pin connecting a knuckle on said end portion of said steer axle beam;
 - wherein said inboard end of said at least one dampening structure is pivotally mounted to said frame and said outboard end of said at least one dampening structure is pivotally mounted to said king pin.
- 10 2. The suspension of claim 1, wherein said dampening structure reduces transient roll of said vehicle frame.
3. The suspension of claim 1, wherein said vehicle frame comprises at least one 15 chassis frame rail.
4. The suspension of claim 1, wherein said at least one dampening structure is a shock absorber.
- 20 5. The suspension of claim 1, wherein said king pin connects an upper king pin bracket and a lower king pin bracket and said knuckle with said steer beam axle.

6. The suspension of claim 5, wherein said upper king pin bracket comprises a dampening structure attachment portion.
7. The suspension of claim 5, wherein said upper kin pin bracket comprises a rear suspension linkage attachment portion.
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8. The suspension of claim 1, wherein said knuckle comprises a knuckle steer arm.
- 10 9. The suspension of claim 1, wherein said knuckle comprises a knuckle spindle.
10. The suspension of claim 5, wherein said lower king pin bracket comprises a front suspension linkage attachment portion.
- 15 11. The suspension of claim 6, wherein said outboard end of said dampening structure is pivotally attached to said dampening structure attachment portion of said upper king pin bracket.
- 20 12. The suspension of claim 1, wherein a longitudinal axis of said dampening structure forms an acute angle with the vertical axis.

13. The suspension of claim 12, wherein said dampening structure is located to maximize the perpendicular distance from said longitudinal axis to a suspension roll center point.

5 14. The suspension of claim 1, wherein a suspension bracket is attached to said axle, said bracket connected to a front and a rear suspension linkage.

15. The suspension of claim 1, wherein at least one torsion tube is connected to said steer axle beam.

10 16. The suspension of claim 1, wherein at least one air spring connects said vehicle frame with said steer axle beam.

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17. A suspension, comprising:

a vehicle frame having at least two substantially parallel chassis frame rails;

a first dampening structure and at least a second dampening structure each

having an outboard end and an inboard end;

5 a steer axle beam connecting said at least two substantially parallel chassis

frame rails, said steer axle beam axle having a first end portion and a second

end portion; and

a first king pin connecting a first knuckle with said first end portion of said

steer axle beam and a second king pin connecting a second knuckle with said

10 second end portion of said steer axle beam;

wherein said inboard end of said first dampening structure is pivotally

mounted to a first of said chassis frame rails and said outboard end of said

first dampening structure is pivotally mounted to said first king pin and said

inboard end of said second dampening structure is pivotally mounted to a

15 second of said chassis frame rails and said outboard end of said second

dampening structure is pivotally mounted to said second king pin.

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18. A suspension, comprising:
- a vehicle chassis frame rail;
- at least one shock absorber having an outboard end and an inboard end;
- a steer axle beam having an end portion; and
- 5 a king pin connecting a knuckle on said end portion of said steer axle beam;
- wherein said inboard end of said at least one dampening structure is pivotally mounted to said vehicle chassis frame rail and said outboard end of said at least one shock absorber is pivotally mounted to said king pin.

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